

# **Route 154**

*Updated: December 2005*

Garland to Collins ton June 26, 1933.

## **1953 Description:**

From Route 41 near Garland northeasterly to Riverside Road, thence easterly to Collinston on Route 69.

## **1963 Description:**

From Route 84 near Garland northwesterly to Riverside Road, thence easterly to Collinston on Route 69. This was **approved by the Legislature.**

## **Approved by the 1965 Legislature:**

## **1967 Legislature:**

From Route 82 near Garland northeasterly to Riverside Road, thence easterly to Collinston on Route 69.

## **1969 Legislature:**

From SR-84 east of Garland east and north to FAS-521 deleted from State System. From FAS-521 east to SR-69 re-designated SR-84.

## **\*(A) 1989 Commission Action July 7, 1989**

From SR-15 near 13400 South and westerly, northerly to SR-80 west bound off ramp near Salt Lake International Airport.

## **Approved by the 1990 Legislature:**

From Route 15 westerly via near 13400 South to near 3200 West; thence northerly to Route 80 westbound off ramp (to Airport).

**1992 Legislature:** Description remains the same.

**1993 Legislature:** Description remains the same.

## **1994 Legislative Description:**

From Route 15 westerly near 13400 South via the Bangerter Highway to near 3200 West; thence northerly to the westbound off ramp of Route 80 near the Salt Lake International Airport.

**1995 Legislature:** Description remains the same.

## **Route 154 Cont.**

**1996 Legislature:** Description remains the same.

**1997 Legislature:** Description remains the same.

### **1998 Legislative Description:**

From Route 15 westerly near 13400 South on Bangerter Highway to near 3200 West; then northerly to the westbound *off* ramp of Route 80 near the Salt Lake International Airport.

**1999 Legislature:** Description remains the same.

**2000 Legislature:** Description remains the same.

**2001 Legislature:** Description remains the same.

**2002 Legislature:** Description remains the same.

**2003 Legislature:** Description remains the same.

**2004 Legislature:** Description remains the same.

\* Refers to resolution index page following.

## **Route 154**

### **COUNTY/VOLUME & RESOLUTION NO.**

A. Salt Lake Co. 8/3

### **DESCRIPTION OF RESOLUTION CHANGE**

(A). Addition -

Proposed roadway and constructed roadway known as West Valley Highway from I-15 westerly via near 13400 South to near 3200 West, thence northerly via near 3200 West to I-80 merge Ramps be placed on State System as SR-154, and portion between I-15 westerly via near 13400 South be placed on Federal-aid System as FAU-1005.

154  
West Valley  
3  
  
R E S O L U T I O N  
Addition of the West Valley Highway  
to the State and Federal-aid Systems

WHEREAS, Section 27-12-27 of the Utah Code 1987-1988 provides for the addition or deletion of highways from the state system and,

WHEREAS, the Utah Highway Systems Study has indicated the need for the existing and proposed roadway, known as the West Valley Highway be included on the state system of highways and,

WHEREAS, the District Two Director has requested inclusion of said existing and proposed roadway to the state system of highways and,

WHEREAS, the entities of Salt Lake County, Bluffdale, Riverton, South Jordan, West Jordan, West Valley and Salt Lake City concur with the findings of the Utah Highway Systems Study for inclusion of the West Valley Highway onto the state system of highways and,

WHEREAS, the appropriate staff of the Transportation Planning Division has reviewed the proposal and concurs with the aforementioned transfer.

NOW THEREFORE, be it resolved as follows:

- \*1. Proposed roadway traversing northwesterly from an approximate point on Interstate 15 2.70 miles from the Salt Lake, Utah County line to 13400 South a distance of 2.50+ miles be deleted from Federal-aid Route 1005.
- \*2. Proposed roadway traversing westerly from Interstate 15 via 13400 South to approximately 3200 West a distance of 4.00+ miles, be placed on the state highway system as State Route 154, and be Functionally Classified Principal Arterial and placed on the Federal-aid Urban System as Federal-aid Urban Route 1005.
3. Proposed roadway traversing northerly from 13400 South known as West Valley Highway a distance of 14.80+ miles, thence the constructed portion of roadway known as West Valley Highway from approximately 2700 South Street to the I-80 west bound off merge (to Airport), a distance of 4.25+ miles be placed on the state highway system as State Route 154. The proposed and constructed roadway will remain Functionally Classified Principal Arterial.
4. The newly assigned State Route 154 be designated a limited access highway for its entire length of 23.05+ miles with access being limited to major intersections.
5. The constructed portion of West Valley Highway will be deleted from Salt Lake City's "C" mileage a distance of 3.20+ miles, and from West Valley's "C" mileage a distance of 1.05+ miles.
6. The above mentioned changes and additions be activated upon approval from the Federal Highway Administration.
7. The accompanying system change proposals and maps be made part of this resolution.



West Valley  
3  
R E S O L U T I O N  
Addition of the West Valley Highway  
to the State and Federal-aid Systems

WHEREAS, Section 27-12-27 of the Utah Code 1987-1988 provides for the addition or deletion of highways from the state system and,

WHEREAS, the Utah Highway Systems Study has indicated the need for the existing and proposed roadway, known as the West Valley Highway be included on the state system of highways and,

WHEREAS, the District Two Director has requested inclusion of said existing and proposed roadway to the state system of highways and,

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NOW THEREFORE, be it resolved as follows:

- \*1. Proposed roadway traversing northwesterly from an approximate point on Interstate 15 2.70 miles from the Salt Lake, Utah County line to 13400 South a distance of 2.50+ miles be deleted from Federal-aid Route 1005.
- \*2. Proposed roadway traversing westerly from Interstate 15 via 13400 South to approximately 3200 West a distance of 4.00+ miles, be placed on the state highway system as State Route 154, and be Functionally Classified Principal Arterial and placed on the Federal-aid Urban System as Federal-aid Urban Route 1005.
3. Proposed roadway traversing northerly from 13400 South known as West Valley Highway a distance of 14.80+ miles, thence the constructed portion of roadway known as West Valley Highway from approximately 2700 South Street to the I-80 west bound off merge (to Airport), a distance of 4.25+ miles be placed on the state highway system as State Route 154. The proposed and constructed roadway will remain Functionally Classified Principal Arterial.
4. The newly assigned State Route 154 be designated a limited access highway for its entire length of 23.05+ miles with access being limited to major intersections.
5. The constructed portion of West Valley Highway will be deleted from Salt Lake City's "C" mileage a distance of 3.20+ miles, and from West Valley's "C" mileage a distance of 1.05+ miles.
6. The above mentioned changes and additions be activated upon approval from the Federal Highway Administration.
7. The accompanying system change proposals and maps be made part of this resolution.

Addition of the West Valley Highway  
to the State and Federal-aid Systems

Dated this 7th day of July, 1989

\*Note: To be in accordance with the Salt Lake Area Transportation Plan issued by the Wasatch Front Regional Council, it has been determined, proposed Federal-aid Route 1005, deleted in Statement One remain on the FAU system and maintain its current functional classification, also it has been recommended proposed roadway traversing from I-15 to approximately 3200 West be placed on the Federal-aid system as FAU-1006 instead of the system designation of FAU-1005 as indicated in Statement Two.  
The Transportation Planning Division concurs with these two revisions.

Samuel J. Pappas  
Chairman

Wayne S. Winters  
Vice-Chairman

John S. Winters  
Commissioner

\_\_\_\_\_  
Commissioner

James H. Larkin  
Commissioner

Attest:

David H. Anderson  
Secretary



Addition

SR-154

SR-154 \_\_\_\_\_

### Addition

FAU-1005

Deletion

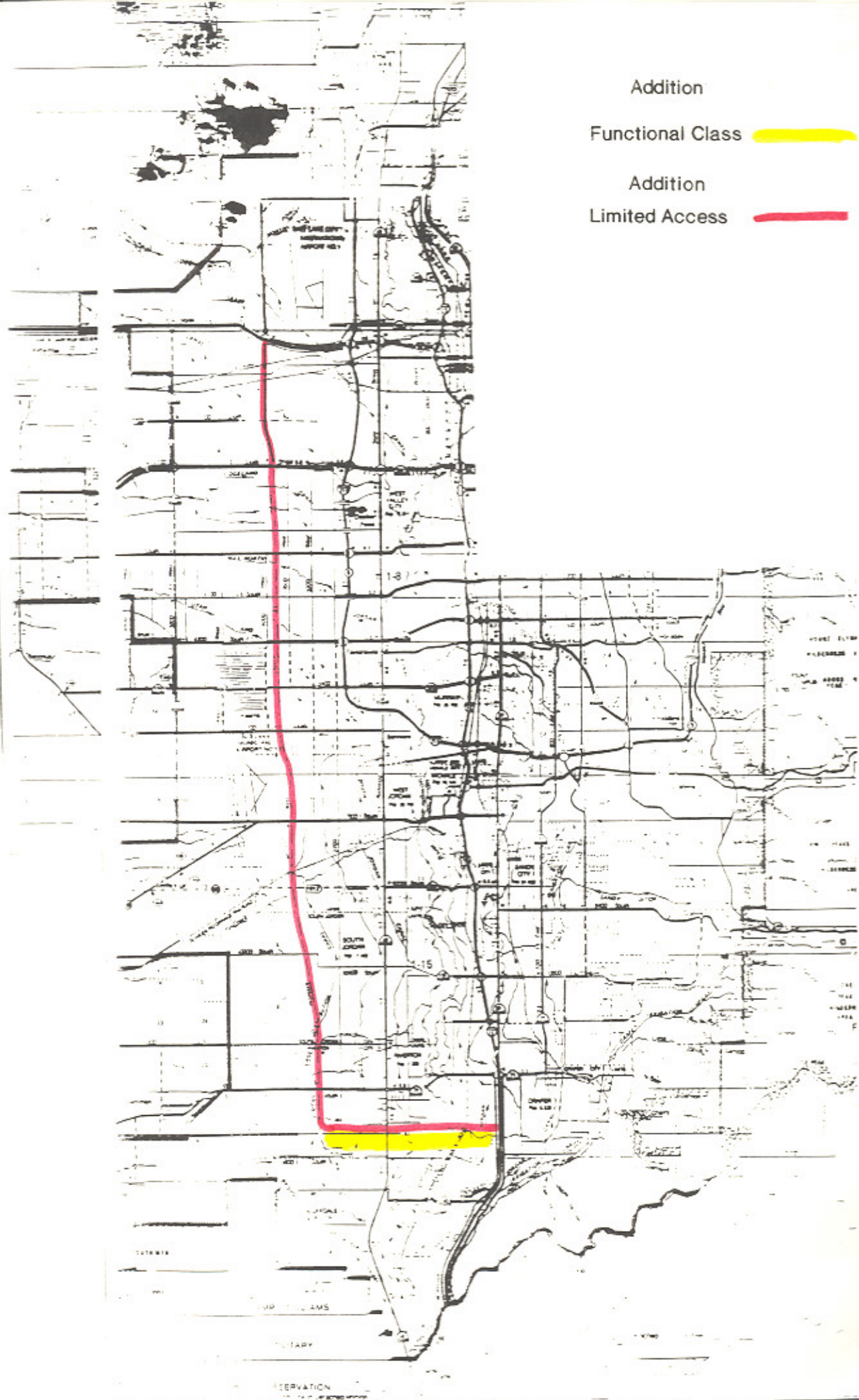
FAU-1005

Addition

Functional Class 

Addition

Limited Access 







U.S. Department  
of Transportation

**Federal Highway  
Administration**

Region Eight

*no response*  
*-240*  
Utah Division  
125 South State Street  
P.O. Box 11563  
Salt Lake City, UT 84147

December 14, 1989

Mr. E. H. Findlay  
Executive Director of Transportation (07-TP)  
Salt Lake City, UT 84119

HPP-UT

*M. Musurus*

Dear Mr. Findlay:

Functional Classification System Action No. 3,  
and FAU System Action No. 3

Reference is made to your November 21, 1989, request for functional classification and Federal-aid system changes in the Salt Lake urbanized area. The system changes are approved as described in your request.

A copy of the approved description sheet is enclosed for your records.

Sincerely,

*F. Biddiscombe*  
Donald P. Steinke, P.E.  
Division Administrator

Enclosure

\* APPROVED DATE 12/14/89  
 FHWA-UTAH DIVISION  
*J. F. B. Sullivan*  
 DIVISION ADMINISTRATOR

UTAH DEPARTMENT OF TRANSPORTATION  
 FEDERAL-AID URBAN SYSTEM

SHEET 1 OF 15

URBAN AREA Salt Lake  
 URBANIZED X SMALL URBAN

Route No.	STREET NAME	TERMINI		COUNTY	MILEAGE	MAP NUMBER
		FROM	TO			
1001	Herriman-Lark Highway	Urban Boundary near Copperton FAS-135	Bingham Highway FAP-65 & 66 (SR-48)	Salt Lake	0.7	9
1002	Bluffdale Road (SR-140) (Bluffdale-Draper)	SR-68 Bluffdale U-1011	Interstate 15 Draper	Salt Lake	2.5	13
1003	Proposed U-1003 4500 W. 45th	<del>Future Ramps from</del> <del>(SR-804)</del>	U-1006 at North Urban Boundary	Salt Lake	2.9	3
1004	12600 South Street 12300 South Street (SR-71) 12400 So. St. (Riverton)(Draper)	West Urban Boundary (4800 West & FAS-135)	2000 East Street (U-1049)	Salt Lake	9.2	10, 11 & 12
1005	Proposed West Valley (SR-154)	SR-68 (U-1011) Bluffdale <del>Airport Road</del>	Airport Road (U-1006) at North Urban Boundary	Salt Lake	24.9	4, 7, 11 & 13
1006	13400 So. (SR 154) 5600 W. (SR 172)	I-15 9000 So.	FAU-1005 at E 3200 W. North Urban Boundary	SALT LAKE Salt Lake Davis	4.0 27.1 ?	1, 3, 4, 6, 7, 9
1007	400 North Street 350 North Street (Salt Lake)	7200 West Street (U-1089)	4800 West Street (U-1003)	Salt Lake	3.2	3

SR-154  
Norman  
H.  
Bangerter

10-3

# RESOLUTION

## Designation of State Route 154, West Valley Highway, as the NORMAN H. BANGERTER HIGHWAY

WHEREAS, throughout his career as a public servant and during his eight years as Governor, Norman H. Bangerter made significant contributions to the transportation needs of the state of Utah, and

WHEREAS, the ever-increasing population growth on the west side of the Salt Lake Valley created transportation problems Norman H. Bangerter knew must be resolved, and

WHEREAS, Norman H. Bangerter's leadership took the West Valley Highway from a plan with no foreseeable funding to a reality that has significantly eased the traffic burdens in the West Valley area, and

WHEREAS, as Governor, Norman H. Bangerter secured the needed funding for the project primarily from state general fund monies, and

WHEREAS, Norman H. Bangerter's foresight, commitment, and determination contributed to the construction of the West Valley Highway, and

WHEREAS, because of Norman H. Bangerter's pivotal role in making the highway a reality, it is appropriate that the highway be named in his honor;

NOW, THEREFORE, be it resolved that State Route 154, the West Valley Highway, be designated as the Norman H. Bangerter Highway in recognition of his leadership, initiative and determination to see the State address the transportation needs of its citizens.

Dated on this 21st day of May, 1993.

### UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor  
Samuel J. Taylor, Chairman

Wayne S. Winters  
Wayne S. Winters, Vice-Chairman

Todd G. Weston  
Todd G. Weston, Commissioner

James G. Larkin  
James G. Larkin, Commissioner

ATTEST:

[Signature]  
Secretary to Commission

Ted D. Lewis  
Ted D. Lewis, Commissioner



## R E S O L U T I O N

Proposed Extension of the West Valley Highway  
from 9000 South to 12600 South  
in Salt Lake County, Utah

Project No. SP-0154()0  
[Formerly NM-1005()]

WHEREAS, in accordance with State and Federal laws, a combined public hearing was held in the Oquirrh Middle School on October 15, 1992 to discuss the scope of the project, possible environmental impacts, mitigation measures and the location and design features of the alternatives considered, and

WHEREAS, a Final Environmental Impact Statement has been prepared which addresses comments received from governmental agencies and the public and reflects UDOT's selection of the West Alternative, described in the attachments to this resolution, as the Preferred Alternative for construction, and

WHEREAS, the Utah Transportation Commission has considered all testimony given at the hearing and the social, economic, environmental and other effects of the Preferred Alternative;

NOW, THEREFORE, be it resolved that the Utah Transportation Commission concurs and adopts the location and design features of the Preferred Alternative as described in the Final Environmental Impact Statement.

DATED on this 19th day of March, 1993.

Samuel J. Taylor  
Chairman

Walter L. Thompson  
Commissioner

David J. Weston  
Commissioner

James H. Lark  
Commissioner

John Lewis  
Commissioner

ATTEST:

Shirley J. Iverson  
Secretary To The Commission

Prop  
Ext W.V  
Highway

10-2

PROPOSED EXTENSION OF THE WEST VALLEY HIGHWAY  
FROM 9000 SOUTH TO 12600 SOUTH  
PROJECT NO. SP-0154()0

WEST ALTERNATIVE (PREFERRED ALTERNATIVE)

The West Alternative (indicated on the attached map) would begin at the terminus of the portion of the highway under design north of 9000 South, then proceed due south for approximately 11,300 feet to what would be about 10800 South, then bear to the southwest to approximately 3900 West, and then continue due south to 12600 South. This alignment would pass through the communities of West Jordan, South Jordan, and Riverton.

Total length of the proposed alignment is approximately 4.6 miles. This Alternative would be constructed on relatively level terrain, with the steepest gradient being 2.6 percent. Average slope gradient along this alignment would be less than 1.5 percent. Highway construction would require approximately 81,000 cubic yards of fill material and 81,000 cubic yards of cut.

This alignment would be immediately adjacent to the west of the existing ROW for the Jordan Aqueduct for the initial 8200 feet of the north portion of the route.

The West Alternative traverses primarily agricultural land. Some small outbuildings at approximately 12400 South would be in conflict with the alignment and numerous irrigation ditches and water pipelines would be crossed. The drainages of Bingham Creek, Midas Creek, and Butterfield Creek would each require box or pipe culverts beneath the roadway. This West Alternative has less impact than the other alternatives essentially in (1) social considerations such as community cohesiveness, pedestrian access to schools, and potential relocations; and (2) land use conflicts with the Salt Lake County Water Conservancy District's need for a new ROW for a 60-inch aqueduct; and potential noise effects.

In accordance with previous Commission actions, the West Valley Highway will continue to be a limited access highway throughout the section covered in this resolution.



